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INFORMATION REPORT

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COUNTRY Rumania/Bulgaria

SUBJECT Construction of the Bridge across the Danube between Giurgiu and Ruse

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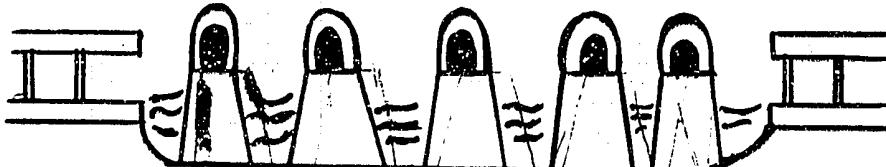
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2. "The construction of the bridge across the Danube between Giurgiu and Ruse is very advanced, and from appearances the bridge will probably be completed in the fall of 1953.

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3. "The bridge is constructed a few kilometers below Giurgiu, at the point where an island is situated in the bed of the river. The bridge spans the western part of the island. Following the flow of the Danube the stronger part of the river is on the right which faces south. The smaller part of the bridge will have less supporting pillars. On the right side, where boats sail by,



five huge pillars are already constructed, which stand out from the water, to support the iron superstructure. Construction is now being done in the pillars on the left side. There will probably be three pillars on this side.

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The distance between the pillars will probably be 40-50 meters, or even more. The five large rectangular pillars are made of concrete; their wooden casings have been removed. They rise about 15 meters above the regular water surface. Experts confirm that this bridge will be much taller than any other bridge across the Danube, at Budapest or at Belgrade. Hungarian boats, for example the Debrecen and the Budapest, which are also ocean steamers, can sail under the bridge very easily at normal flood, with their masts straight up. Each pillar has a special opening on the top, which is constructed of stone and concrete, to allow surplus floods of the Danube to run off in case of exceptionally high waters which might endanger the bridge.

4. "The iron **superstructure** appears to be completed. On 22 Aug 53 we saw on the Bulgarian side below ~~use~~ a portion of this **superstructure**, which is tall, sturdy, and very impressive. It was ready to be mounted on the subfoundation on the Bulgarian side and on the first pillar of the bridge in the water."

probably the other parts are also ready for mounting. There were none on the Rumanian side. The superstructure has this shape:

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5. "There will be railroad tracks on the lower portion of the bridge for the train running between Rumania and Bulgaria, and on the upper tier, completely separated and isolated from the lower portion, there will be a road for automobiles and a street for pedestrians. About 3,000 people can be seen working on the bridge both on the Rumanian and on the Bulgarian sides. There are no forced labor or political prisoners among them.
6. "One of the engineers who is directing the construction and who also probably worked on the plans of the bridge, is the Hungarian engineer Fmú Szeesi, who is renowned as an excellent bridge contractor.

"Radio Bucharest and Radio Budapest (probably also Radio Sofia) never mentioned this bridge, the construction of which was started in 1952. This is quite peculiar, because Radio Bucharest spoke extensively of the Danube-Black Sea Canal when work was carried on there and of the Lenin Power Station at Bicaz. Maybe the announcement of it will be made when the bridge is actually completed.

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In the spring of 1951 [redacted] the evacuation of part of the Giurgiu population. In exchange laborers and guard teams were brought there for the bridge, which now explains everything.⁴⁷

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